

Medications.

DAKIN BROS. OF CHINA, LIMITED.

SELECT MEDICINAL PREPARATIONS.

CHEMICAL FOOD, or Syrup of the Phosphate of Iron, Lime, Potash and Soda.

Prepared in strict accordance with the formula of Edward Parry of Philadelphia.—An excellent Tonic for Infants and children.

Per bottle, 40 Cents and \$1.25.

Dr. Eason's Syrup of the Phosphate of Iron, Quinine, and Strychnia.

A prompt and powerful Tonic, very beneficial in all cases of debility, where there is susceptibility to fever. A certain specific in cases of exhaustion and want of nervous power, arising from over mental exertion and the depressing influence of the climate.

Per bottle, \$1 and \$1.75.

Fennell's Liver Tonic or Compound Concentrated Chelate Mixture.

This mixture is prepared from the recipe of a celebrated Indian physician. It is widely used throughout India and Burma, as the most successful medicine in those cases of liver and kidney derangement, brought on by the evil effects of malaria, or too long residence in a tropical climate.

It is a powerful Tonic to the digestive organs, and gradually removes the most complicated forms of indigestion. Per bottle, \$1.50.



BY APPOINTMENT.

A. S. WATSON & CO., LTD.

ESTABLISHED A.D. 1841.

MANUFACTURERS OF AERATED WATERS.

OUR AERATED WATER MANUFACTORY is replete with the best Machinery, embodying all the latest improvements in the trade.

The greatest attention has been paid to appliances for ensuring purity in the Water-supply, to secure which we have added a Condenser capable of supplying us with 3,000 gallons of distilled water a day, and are now in a position to compete in quality with the best English Makers. Our Sweet Waters cannot be surpassed anywhere.

The purest ingredients only are used, and the utmost care and cleanliness are exercised in the manufacture throughout.

LARGE BOMBAY "SODAS"

We continue to supply large bottles as heretofore, free of Extra Charge, to those of our Customers who prefer to have them to the ordinary size.

COAST PORT ORDERS. Whenever practicable, are despatched by first steamer leaving after receipt of order.

FOR COAST PORTS, Waters are packed and placed on board ship at Hongkong prices, and the full amount allowed for Packages and Empties when received in good order.

Counterfoil Order Books supplied on application.

Our Registered Telegraphic Address is, "DISPENSARY, HONGKONG."

All signed messages addressed thus will receive prompt attention.

The following is a List of Waters always kept ready in Stock:—

PURE AERATED WATERS

SODA WATER

LEMONADE

POTASH WATER

SELTZER WATER

LITHIA WATER

SARSAPARILLA WATER

GINGER ALE

GINGERADE.

No Credit given for bottles that look dirty, or greasy, or that appear to have been used for any other purpose than that of containing Aerated Water, as such bottles are never used again by us.

A. S. WATSON & CO., LIMITED, Hongkong, China, and Manila.

HONGKONG, WEDNESDAY, FEBRUARY 12, 1890.

THE LAND INVESTMENT COMPANY.

The subjoined article on the Statement of Accounts presented at the recent meeting of the shareholders of the Land Investment Company, from the pen of an occasional correspondent, will be read with interest by all concerned in the success of this, the latest of local gigantic trading ventures. Although we cannot fully endorse the whole of our contributor's deductions and conclusions, some of which appeared to be based on an imperfect acquaintance with the actual position of affairs, we think they are certainly worth the careful attention of all concerned.

The writer says:—At the recent meeting of the Hongkong Land Investment and Agency Company, Limited, the Chairman, in his opening address and also in reply to questions asked, stated that the Directors desired to give details, such as a working account might supply, in as adequate a manner as possible, and that the Secretary would give any details after the meeting. This Shareholders will be pleased to learn, has been done in the most complete manner and I have now pleasure in laying before Shareholders those accounts which should in the first instance have been given by the Directors, and date say the Chairman will now agree that they can be furnished in other than a cumbersome way.

WORKING ACCOUNT.

Liabilities.

Paid up capital \$2,500,000.00

Reserve fund 1,246,773.58

Sundry creditors 1,933.83

Accounts payable 128,166.67

\$3,876,874.08

Assets.

Cash, Hongkong and Shanghai Bank \$1,366,994.25

Deposits, Chartered Bank 400,000.00

Cost of properties purchased 705,781.58

Invested on mortgage 1,301,600.00

Furniture 1,394.55

Stationery 1,000.00

Sundry debtors 103.70

\$3,876,874.08

RESERVE FUND.

Dr.

To Balance, 10th May \$1,250,000.00

\$1,250,000.00

Dec. 31, 1889.

By Balance, Profit and Loss \$ 326.43

By Balance 1,246,773.58

\$1,250,000.00

WORKING ACCOUNT.

Dr.

To Interest Account \$ 97,500.22

Property 13,550.18

Mortgage 24,993.67

Commission 3,454.03

Sundries 1,081.02

Transfer Fees 669.00

\$141,410.52

PROFIT AND LOSS ACCOUNT.

Dr.

To Balance Working Account \$124,940.25

Reserve Fund 3,226.42

\$128,166.67

Cr.

By Charges Account \$ 11,995.31

Profit and Loss Expenses 4,474.90

Profit and Loss 124,940.25

\$141,410.52

By Remuneration to Managing Director \$ 6,000.00

Remuneration to Directors 5,000.00

Remuneration to Auditors 500.00

Dividend at the rate of 7 per cent.

116,666.67

\$128,166.67

As I have not been paid \$500 for auditing these accounts I have no object in treating the preliminary expenses of \$1,027.46 as an asset. It represents money already paid, and while it is allowable to treat the amount as an asset and write it off over a series of years, I question whether it is a common practice to do so. By looking at the debit side of the working account I see that the earnings amount to \$14,410.52, and it has cost the shareholders in charges, Directors' and Auditors' fees \$3,495.31, or 16.61 per cent. (to be precise) for collection leaving \$11,440.25, of which I pay a dividend of \$116,666.67, and this is done by carrying \$2,226.42 from the Reserve. Had no business been done, had their money merely been placed on fixed deposit with the local banks, at 5 per cent per annum, there would have been a gain of \$125,000, so it is difficult to see, unless charges are reduced or profits are increased, what shareholders can expect from this Company. The gross earnings of \$14,410.52 represent a profit of 5.65 per cent per annum, the net earnings of \$13,440.25, or 4.54 per cent per annum, and if I will it cost to collect \$3,495.31, or 16.61 per cent, what shareholders may expect when their money is all invested in 7 per cent—simple rule of three—what the result is \$13,700, so there remains for dividend \$128,166.67, about 5.83 per cent on the money invested, sufficient to pay 8 1/2 per cent on capital. When the whole of the capital is called up, and the Directors have \$6,250,000 in hand to play with, the income at 7 per cent will amount to \$437,500, and the collection to \$72,800, leaving \$364,700, sufficient to pay 6.41 per cent on capital. Article 95 of the Company's Articles of Association says:—Each of the Managing Directors shall be entitled to a commission of 1 per cent on the net profit of the Company for each current year in which they amount to 10 per cent. The Accounts just passed do not embrace a year, therefore the Managing Directors are not entitled to a commission of 1 per cent each, which would amount to \$3,027.73 on the net profits of \$28,967.71 shown in the Report or \$6,018.49 proportionately for eight months working, but in passing the accounts the shareholders have voted a remuneration of \$5000 to the Managing Directors, and to obtain payment of this without showing a loss the accounts have been manipulated by treating \$4,027.46 of preliminary expenses as an asset. At the accounts should be made out, and as we have made them out, there is a loss, after paying dividend on the 8 months working of \$3,216.42 which, with the sum of \$30,704 carried forward as balance in the printed report, represents the \$4,027.46 of preliminary expenses. The value of an audit, for which the shareholders are called upon to pay \$500, seems to be to secure the good will of the Directors rather than accuracy in the accounts, and it seems to us that an economy might be practiced here, as no one doubts for one moment the accuracy of the figures submitted in the published reports of Hongkong public companies.

LOCAL AND GENERAL.

LATEST quotation for Banks, 20s. The stock is in strong demand in London.

TO-MORROW evening, our readers will remember, Mr. F. W. Cross will lecture in the City Hall on "Coal Gas Manufacture," the tap being turned on at nine.

In our report of "A Share Case," in yesterday's issue, we inadvertently described the defendant as J. M. C. da Rosa. His name should have been J. F. C. da Rosa.

THE Superintendent of the P. & O. S. N. Co. courteously informs us that the steamship *Mississin*, with the next English mail, left Singapore for this port at 4 p.m. yesterday.

A REGULAR meeting of St. John Lodge, No. 618, S.C., will be held in Freemasons' Hall, Zealand Street, this evening, at 8.30 for 9 o'clock precisely. Visiting brethren are cordially invited.

A SERIOUS disturbance occurred at Yau-ma-tei yesterday. Inspector Matheson resumed duty there, and when he landed the whole population turned out and testified to his unpopularity by firing several million crackers at him, chinning him, and otherwise obstructing him in the performance of his duty. Tranquillity has been restored, however.

The charge of manslaughter, in which a blacksmith was alleged to have caused the death of a nail-maker the other night, came before Mr. Robinson again this morning. Dr. Marques stated that the deceased's organs were extensively diseased, and that there were no external marks of violence. The prisoner was therefore discharged.

At the adjourned inquiry into the Bonham Strand fire, which Mr. Wodehouse held this morning at the Magistrate, Sergeant Butlin said that there were only 871 pairs of shoes in the house, and \$40 or \$50 worth of other property. The interpreter valued the lot at \$1,000, or \$1,200. Mr. Sachs, the agent of the Transatlantic Insurance Company, which held a \$400,000 risk on the premises, estimated the damage at \$200.—His Worship decided that it was such a gravely suspicious case that he could not allow the matter to drop with that inquiry, but would order a prosecution to be instituted.—Inspector Stanton promised to attend to that, and afterwards brought the tenant of the premises before Mr. Robinson on a charge of arson. He was remanded.

THE great perfection to which the ancients carried the art of brick-making is probably due to the abundance of labor, plenty of time to devote to each stage of the work, their great patience and painstaking, and the natural drying and preserving climate of the East. The dry, warm atmosphere of Egypt, Assyria and Babylonia, which countries were the nurseries of the ceramic arts, have kept in a good state of preservation for more than three thousand years the sun-dried bricks so common in those countries; many well-preserved adobe bricks also found in towns and walls of ancient India.

TELL it not in Gath, but it has been whispered that the prize elephant imported regardless of expense by our worthy friend Belloc, with its howdah and without, expressly from Bagdad, upon which he was to receive H. R. H. the Duke and Duchess of Connaught in Oriental splendour, out-rivalling Haroun el Raschid, departed this life last week. Even the coat of red ochre paint, with which the creature had been adorned in order to create that dramatic effect our excellent friend is so fond of posing in, was of no avail. The animal has gone the way of all flesh, and unless the philanthropist takes to his camel or dromedary the howdah and mahout will have to be booked by next British India steamer direct back to the gilded Orient.

ACCORDING to calculations recently made, the areas of the several South American States are as follows, the later edition of Stieler's Atlas, compiled from the most recent information obtainable, being used as a basis:

State	Area in Square Miles
Brazil	3,451,450
French Guiana	70,000
British Guiana	166,000
Venezuela	1,040,000
Colombia	443,000
Peru	1,171,000
Bolivia	1,114,000
Argentina	1,783,000
Uruguay	178,000
Paraguay	235,000
Chile	1,250,000
Ecuador	283,000
Guatemala	111,000
El Salvador	21,000
Honduras	46,000
Nicaragua	50,000
Costa Rica	31,000
Panama	5,100
Total	17,830,000

From which it appears—and this is especially interesting just now—that Brazil represents a superficies only about that of 6,625 square miles of being one half of the total area of the vast South American continent.

MR. BERNHARD RUCHWALD, professor of music and languages, prosecuted his cook at the Police Court to-day, for attempting to stab him. He stated that the prisoner's behaviour had been consistently bad, and the food he bought with the dollar a day given to him by his employer was not forthcoming, and he visited the kitchen, he found the prisoner and a clan of Chinamen gorging there. When he ordered them out the prisoner threw a chopper at him and attempted to stab him, but was prevented by a "boy." Mr. Robinson thought the case a very flagrant one, for he sentenced the cook to three months' imprisonment, with three more to follow in default of sureties as to future good behaviour.

SOME of the sayings of the great French painter Dupre, who died not long ago at the age of seventy-nine, are worth preserving. "Nature," said this wonderful landscape artist, "is the pretext, art is the end passing through the individual. Why do we say a Rembrandt, a Van Dyck, before saying what the picture represents? Because the subject disappears and the individual alone, the creator, subsists." "Nature is nothing," he said on one occasion; "man is everything. Nothing is more stupid than a mountain; a painter comes, looks at it, copes it and takes the foolishness out of it." When some one ventured to suggest that Dupre's presence that photograph would one day kill painting, he said, "Nonsense! Until there is invented a machine with a heart and a soul the artists will have nothing to fear." Of art he said: "All that is science can be learned and taught; but art, which begins where science ends, cannot be taught." And, commenting on the jargon of the critics, he remarked: "What is meant by a finished picture? A work of art is never finished. Nothing is finished."

We have the authority of a police-inspector for stating that a more drunken, rowdy, vicious lot of soldiers than the privates of the A. and S. Highlanders have not been in Hongkong for many years. This sounds rather sweeping, but one or two instances at the Police Court to-day show that the "Force" have no cause to love our Highland defenders. Private Campbell was in Chaine Road yesterday, and being drunk he tumbled down. An Indian constable lifted him, and was assaulted for his pains. A *lukung* then turned up, and got a smack for doing so, and a second Sikh was similarly served before Campbell was lodged in the cells. He was fined \$5 a day by Mr. Robinson. During the same evening some other Highlanders, also drunk, pulled a Sikh trooper off his horse—which then very sensibly ran away—hammered him, punched several other constables who came to their comrades' assistance, and rendered one eligible for Hospital. For this ruffianism Mr. Robinson evidently thought \$150 ample compensation, for that was all the fine imposed. Evidently the old system of "bonds"—say from the Post Office—wants reviving badly.

RATHER a novel incident was witnessed in the Calcutta High Court recently, according to the *Indian Daily News*, in a case before the owners of two vessels, the *Fanny Schofield* and the *Arab* *Barque* *Fa Rohman*, with reference to a collision that took place in the Hughli in October last. Both Court and Counsel had experienced great difficulty in finding a proper interpreter to construe the evidence of the Arabs, but it was felt that the problem was solved on the appearance of a Mohammedan who volunteered his services. There was something more, however, in store to ruffle the equanimity of the Court, when a Chinese Chinaman was called as a witness. The Celestial said that his proper way of being sworn was by the immemorial custom of lighting a fire, putting it on a saucer, and then breaking the saucer. The question arose then, from where could a fire and a saucer be procured. "Oh," said the easy-going witness, "if you haven't got a saucer give me your Book, or simply let me answer your questions, and trust to my good faith." This, of course, could not be permitted. But the Chinaman absolutely refused to go the expense of buying the saucer, and suggested that his Attorney was the proper person to do so. In a short time a smalliffin plate was forthcoming to do duty for the saucer, and a lighted match sufficiently symbolized the sacred fire. Conducted into the verandah of the Court, worthy John lit the match, put it on the plate, and then dashed theiffin plate in pieces on the ground. The ceremony is startling to a stranger, but, if rumour speaks truly, it is not an infallible means of securing the desired result.

FIRE ON THE "VERONA."

About nine o'clock last night, as the P. and O. S.N. Co.'s steamer *Verona* lay at the Kowloon Wharf, her cargo being discharged, a number of bags of sulphur about half a ton in weight—fell out of the sling and down into the main-hold again. Dropping on the stone ballast apparently caused them to ignite, for flames immediately flickered over their surface, and the hold began to fill with smoke. The hose and "annihilators" connected with the boilers were at once started, but as they made no impression the hatches and ventilators were closed, and matters left till morning, the floating fire-engine lying alongside all night. At daylight the hatches were removed, and, as the bags were still burning, Sergeant

Harkin turned on the "sprinkler" hose, and extinguished the fire in a few minutes. The hold was empty with the exception of the twenty-five bags that were burnt, and 100 others in another part. The hull was quite unharmed.

MEETING OF THE LEGISLATIVE COUNCIL.

A meeting of the Legislative Council was held this afternoon. There were present: His Excellency the Governor (Sir William De Vaux); the Colonial Secretary (Mr. F. Fleming); Mr. S. Brown, Surveyor-General; Mr. W. M. Deane, Captain Superintendent of Police; Mr. A. J. Leach, Acting Attorney-General; Messrs. F. Ryrie, Wong Shing, C. P. Chater, A. P. MacEwen, (unofficial members) and Mr. A. Seth, Clerk of Councils. The minutes of the last meeting were read and confirmed.

THE NEW COLONIAL SECRETARY. The Hon. F. Fleming took the usual oath on assuming his seat as Colonial Secretary.

VOTES. The Colonial Secretary moved that the following votes be referred to the Finance Committee:—

\$12,000 for the illumination of public buildings, visit to Canton, entertaining at Government House, etc., on the occasion of the visit of the Duke and Duchess of Connaught. \$700 for a general overhaul of the Governor's launch, including repairs to boilers. \$37,273.48 cents, for the purchase of twelve Maxim Nordenfeldt guns, with ammunition, for the Volunteers.

\$27,000 for supplying the Peak District with water, including the laying of pipes, purchase of steam engines, motor-pumps, building, etc. The following votes were recommended by the Finance Committee:—

\$2187, being the balance remaining from the vote of 1889 for the roads in Kowloon. \$500 on account of an index to the roads, numbers, etc., of the Colony, including a gratuity of \$250 to Mr. Bruce Shepherd.

The votes were passed, His Excellency approving the vote of the gratuity, although pointing out that it was irregular for the Finance Committee to put it forward.

THE GAP ROCK LIGHTHOUSE. Mr. MacEwen asked, pursuant to notice:—

What progress is being made with the Gap Rock Lighthouse?

The Surveyor-General replied that the preparation of material for the light-keepers' quarter was progressing, and arrangements had been made, including the provision of the necessary plant, etc., to commence the work as soon as the weather permitted. Six trips had been made to the Rock, but on only two had landing been possible. However, it was hoped that the weather would soon become more favorable.

His Excellency added that the delay had been unavoidable, the work could not be done in a moment, it all depended on access being possible. The favorable time was about to commence, and everything would be pushed on rapidly.

THE NEW CENTRAL MARKET. Mr. MacEwen also asked, as notified:—

When will the work connected with the New Central Market be commenced?

The Surveyor-General said that he had little to add to what he had told Mr. MacEwen on a recent occasion—that he was preparing designs for it, which were being submitted to the Governor. Arrangements had been made to shortly advertise for tenders for contracts for putting in the foundations.

His Excellency said that the delay had been very unfortunate in many ways, but at the same time he was glad to find that it had not been altogether without compensation. The late Surveyor-General—whose ability they all recognized—left an incomplete plan of the building on his departure—incomplete inasmuch as the roof, floors, and other details were wanting. But as soon as Mr. Brown's other duties enabled him to give his attention to the subject he came to the conclusion—which his Excellency thought had a great show of plausibility—that the plan was not a desirable one. He had, in consequence, devised another plan, which he (the Governor) had not quite settled upon, yet as it could not be dealt with very hastily, before hearing opinions from all sides. But even if it were not in all respects as satisfactory as Mr. Price's it was very different in cost—a difference as between \$235,000 and \$360,000.

Mr. Ryrie—Increase or decrease. His Excellency replied that it was a decrease.

Mr. Price's would cost \$360,000—a very expensive building indeed. Mr. Brown's, as far as could be estimated, came to \$235,000, besides having other advantages. Mr. Price's design was to have an iron and glass roof. There was very little doubt that such a roof was very undesirable, considering the perishable goods below, and the necessary rising of the temperature. It would also be a very wide building and would doubtless have a very grandiose appearance, but it had the disadvantage of having to be lighted from the roof, if at all. The building was supposed to be of granite and brick, but would really be covered with stucco, and have a good deal of plaster on. His experience in other countries, confirmed by Mr. Brown's, was that that might look very handsome in the drawing, and, at first, in reality, but a plainer building, of more substantial materials, would look much better after a short time. Mr. Brown's design was not quite so pretentious, but he (the speaker) thought it was quite good enough for the purpose. It certainly would not be a discredit to the town, and he was inclined to think it would answer the purpose quite as well as the other. It would give a good deal more floor space for stalls, for one thing, would be much better lighted, than with sky-lights, by being divided into two portions, with a line between. No doubt both designs would be exhibited before the choice was made. He was strongly influenced by the cost—while Mr. Price's cost about \$13-87 per foot of shop-floor, the other only cost \$8-93, which would be much more remunerative.

The great question, though, was—what was best? As far as he could judge Mr. Brown's was the better. He was for the reasons he had given, not altogether sorry for the delay, if it had saved the Colony from another expensive mistake.

A PROPOSED LIGHTHOUSE BOARD. His Excellency continued—With reference to the Gap Rock Lighthouse, a proposition has been made to me only two days ago with reference to the formation of a Lighthouse Board. It has come upon me suddenly—it is a matter I have not sufficiently considered, therefore the gentleman who proposed it has been asking me to give him a final opinion on it now. Suffice it to say that I have no *a priori* objection to it—I conceive that its first object would be to see that the light-house money was devoted to light-houses—

Mr. MacEwen—Yes. His Excellency—I had not considered the subject—there are probably other good objects which the Board would serve, and there are such Boards in other Colonies—but at present I think I can only say that it will have my best consideration, and I dare say will form one of my many projects, as yet unstarted, of which I have hope to carry out for the benefit of the Colony.

Another six months, in that this happens, of all times, to be a period when there is least reason to complain about the balance of the revenue over the expenses of our light-houses, because I fancy that the expenditure of this year and last will cover any such balance for many years past. Still I think a Lighthouse Board would probably be a very good thing, for other reasons, and I have no doubt that my *locum tenens* will give it the benefit of his consideration and experience.

[The report of the remainder of the proceedings will be given to-morrow.]

A few days after having left Hongkong the disturbance commenced. The coolies then wanted to go to Singapore and not to Deli, notwithstanding the distinct declaration made before the Labour Master at Ho-kong—*twice by each coolie separately*—that they were perfectly aware of the fact that they were being engaged for Medan in Deli. Pravausion and threats on the part of the Captain did not mend matters, and he steamed to the roads of Rhio flying the signal "disturba ce on board."

H. N. M's. turretship *Prins Hendrik der Nederlanden* was then lying at Rhio, and the Commander, with a Lieutenant and 20 men, immediately went on board the *Fidilio*, whereupon 27 ringleaders pointed out by the Captain and the Chinese comrades were arrested and taken on board the man-of-war. As the *Prins Hendrik* was on the point of leaving for Achene, the Commander was good enough to write a survey to Deli, which was of course thankfully accepted. A detachment from the *Prins Hendrik* remained on board the *Fidilio*, and the *Prins Hendrik* kept the rowdies until arrival at Kwala Deli, when they were again put on board the *Fidilio*. They did not venture upon further disturbances, and the 27 men can now lay their complaints before the Police authorities.

We are glad to learn that the 27 ringleaders will probably be sent back to Hongkong. The Harbour authorities at Ho-kong are so convinced of the voluntary emigration of the coolies who left that port per steamer *Fidilio*, that they even requested the agents of the Deli planters to send back the discontented in the event of any difficulties arising. Should it appear from the enquiry to be held that there were really hangers-on of broken among the coolies, the Hongkong authorities will no doubt inflict an exemplary punishment for this imposition. Coolie-emigration cannot otherwise than benefit by the energetic suppression of all malpractices connected therewith. We look forward with interest and confidence to Hongkong's decision in the matter.

THE SINGAPORE EX-SHERIFF IN TROUBLE.

Shanghai for active measures against the Tientsin gave the foreign Ministers, in the second year of their residence in Peking, a further occasion for playing a high game with the Imperial Government, which, however, they again passed by, preferring to leave the initiative to their naval and military officers on the spot, and to trust the shaping of the future relations of China to the exigencies which their anomalous military operations might create. The responsibility for the negotiations which brought Gordon on the scene and restored the authority of the government in Kiangnan and Chekiang devolved chiefly on one sturdy and fearless man, Admiral Hope, who, as he always frankly acknowledged, was most loyally supported by his French colleague, Admiral Protet. The influence of the foreigners who took part in the suppression of the rebellion was thus local in its character and consequently transient, full advantage not being taken of the state of affairs to place the diplomatic position of the Central Government on a clear and satisfactory footing. Nevertheless, the genius of Gordon and of Giquel, and the exertions of their numerous comrades in arms, were not expended in vain, and among the evidences of the deep impression which foreign science had made on the Chinese official mind may be mentioned the establishment of arsenals at the principal ports, which quickly followed the suppression of the rebellion, and which were organised by Macartney, Giquel, and other foreigners.

And although the precious opportunity of placing the government once for all in its proper relation to foreign States was in the main neglected, the fact remains that a strong, if temporary personal influence over the Chinese statesmen of the day was established by the first foreigners in Peking, which, as far as it went, served to tide the government over the critical period of the infancy of its foreign diplomacy. There were at that time, during the last twelve months of the Emperor Hien-feng's reign, and the long minority of his son and successor, T'ung-chi, statesmen who could be spoken of as man to man, and business could be transacted on a basis of mutual respect. Several causes might be assigned for the non-continuance of this promising state of affairs, but the only one which we need notice on the present occasion is the division of interest and of aim which became conspicuous as the number of foreign legations increased. From the time the various Ministers began to find a pleasure in thwarting each other's policy, the Chinese began to perceive that their native *divine* of *empire* would place the diplomatic body at their mercy, and the moral influence of the foreigners necessarily declined, except so far as they were made a convenience of to furnish information and arguments to be used against their colleagues. Events during the thirty years have given a temporary power of moulding the government policy, now to the representative of this power, and now to that, but the net residuum of such influence when weighed and measured is barely perceptible.

But concurrently with the action and counter-action of the diplomatic forces there has appeared in their midst another nondescript power, which has grown like the little horn on the ten-horned beast in Daniel's vision, which from small beginnings attained to exceeding great renown. The Customs Service was an institution entirely without precedent, and probably no human foresight could have assigned to it the position which it has made for itself, partly as the natural product of the circumstances, and partly as the outcome of the remarkable personality which is identified with its growth. Originally conceived, officially as it was thought by many at the time, as a stop-gap during the interregnum at Shanghai caused by the occupation of the city by rebels, the Foreign Customs had time to take root in that great centre of trade before the Government had recovered strength sufficient to throw it off, and on the conclusion of the treaties of 1858-60, which called for large pecuniary indemnities from China, the Customs was as already-made instrument for the collection of the money, and was under the aegis of the two conquering powers extended to the other open ports and protected against all remonstrances of the dispossessed native officials until the last instalment of these indemnities had been paid. But by that time the requirements of the Chinese Government itself became very pressing, both on account of the depletion of provincial treasuries caused by the rebellion and by the new wants of war material from abroad, which the Government began to realize. Hence, the institution which had served so well the purpose of the foreigner, found less favour in the country itself, under which imperious necessity the objections of the whole hierarchy of totipotents who saw their birth-right taken away from them were over-ruled, and the Foreign Customs struck its tap root deep into the soil. Such we take to be a fair summary of the rise and progress of that remarkable institution.

As in the lower grades of animal life one organ performs several functions, so it is in the less developed political organisms. The Customs service was soon put to many strange uses by the Chinese Government, and out of its discharge of the multifarious tasks which were successively thrown on it has grown that foreign influence over Chinese affairs which has overshadowed all other foreign influence put together. In the earliest days of its second stage of development, that is to say, in the first year after the treaties, the new institution essayed the ambitious enterprise of providing China with a ready-made war fleet, officered and manned by Englishmen, and within two years the organisation was complete and the ships arrived on the coast under the command of an officer of distinction. The only fault of the scheme, indeed, was that it was too complete, the most uncommon mistake being made of reckoning without one's host. The commander of the fleet and Mr. Lay, who aimed at being a sort of Lord High Admiral, claimed entire independence of the Chinese authorities with whom they were to act in the operations against the rebels on the Yangtze, but the three Generals in the field, Tseng Kuo-fan at Anking, Tseng Kuochuan at Nanking, and Li Hung-chang in Kiangsu strenuously protested, and Li indited an urgent memorial to the Throne, in which he recommended the entire rejection of the fleet rather than cede the extravagant pretensions of Mr. Lay. Therefore, although it was a great stratagem for the recovery of the Southern capital, in which the fleet was intended to co-operate, and although they had spent a large sum in the purchase and equipment of the ships, Prince Kung was compelled to sacrifice all rather than make the surrender demanded, in which resolution he was no doubt also fortified by the hostile attitude of some of the foreign Ministers, who were prompted by a very natural jealousy of the English. Consequently the services of Admiral Osborne were declined, and those of Mr. Lay, Inspector-General of Customs, were dispensed with. Perhaps the most important visible result of the Lay-Osborne fiasco was the change of the *personal* of the Inspector-General, an invisible result was doubtless the recoil of the Chinese from confidence in the foreigner. Under its new direction the Customs Service recovered its influence, and soon extended its field of utility. Military operations were of course, alien to its character; but as it was to be the good offices of the new

Inspector-General that the breach was healed between General Gordon and Li Hung-chang, after the capture of "Cochow," it must be allowed its due share of credit for the successful termination of the campaign. It was the Customs also which made the next attempt to supply the naval requirements of China.

And, as is well known, the diplomatic pioneers of China were little more than emissaries from the Customs. The mission of Pin to Europe, nursed by Messrs. B. and Deschamps, has been laughed at on account of the low rank and unauthoritative character of the envoy, as it is the world's way to sneer at the small beginnings of every enterprise whatever. Pin fulfilled his rôle, however, and on his return to Peking was at least able to assure the untravelling and fearful denizens of the capital that the outer world was not peopled with "gorgons and hydras and chimeras dire;"—the first lesson. To pass on to the wonderful diplomatic venture, the Burlingame mission of 1867-8, which was parented on one side at least by the Inspector-General, a mission which was remarkably open to criticism and was freely criticised, it had the merit of success, which indeed was the real ground of the attacks made upon it. The persuasion of Mr. Burlingame, whether based on truth or not, induced the British Government to make a complete change in its Chinese policy, which was not inapplicable called the gunboat policy, or as Mr. Burlingame, in his nervous diction, termed it, the "throat policy." In plain language, the system was one of local treatment of local sores as distinguished from the constitutional, which was the orthodox treatment. The Consuls, who were the administrators of the former system, found their power suddenly withdrawn, and the gunboats were therefore as quiet as muzzled dogs. The de-thronement of the Consuls took place when, to outward seeming, they were in the zenith of their power. Methurst at Yangchow, Alabaster at Chao-chow Fu, and Gibson in Formosa had just achieved success which demonstrated the complete success of the gunboat policy, when the whole system was inconspicuously toppled off its pedestal by the eloquence of Mr. Burlingame. How far the constitutional treatment at the capital is an improvement on the local treatment at the ports is not, however, our present subject,—which is influence, and not the particular use to which it has been applied. But we have come to the end of our space without scarcely crossing the threshold of our subject, which widens out before us as we approach it, and what further we have to say must be held over for another occasion.—*Chinese Times.*

Today's Advertisements.

ST. JOHN LODGE
OF HONGKONG,
No. 618, S.C.

A REGULAR MEETING of the above LODGE will be held in FREEMASONS' HALL, Zealand Street, THIS EVENING, the 12th instant, at 8.30 for 9 o'clock, precisely. Visiting Brethren are cordially invited.
Hongkong, 12th February, 1890. [259]

STEAM TO MANILA, VIA AMOY.
THE Steamship
"NANZING,"
Captain Talbot, will be despatched as above, on SATURDAY, the 15th instant, at 3 P.M. For Freight or Passage, apply to
JARDINE, MATHEWSON & Co.,
Agents.
Hongkong, 12th February, 1890. [232]

STEAM TO LONDON, DIRECT.
Calling at intermediate Ports.
THE P. & O. S. N. Co.'s Steamship
"SHANGHAI,"
Captain F. N. Tiltard, will leave for the above place, at NOON, on FRIDAY, the 14th February. This vessel is disconnected from the Mail services, but has excellent accommodation for through passengers (First Saloon only) at reduced rates. Electric Light, Deck cabins, Surgeon carried, &c.
E. L. WOODIN,
Superintendent.
Hongkong, 12th February, 1890. [210]

MOGUL S.S. CO. LD.
NOTICE TO CONSIGNEES.
S.S. "TARTAR,"
FROM GLASGOW, LIVERPOOL, PENANG AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods, are being landed at their risk into the Godowns of the Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional cargo will be forwarded unless notice to the contrary be given before NOON, TODAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 18th inst., will be subject to rent. All claims against the Steamer must be presented to the Under-signed on or before the 18th instant, or they will not be recognized.

No Fire Insurance has been effected. Bills of Lading will be countersigned by
ADAMSON, BELL & Co.,
Agents.
Hongkong, 12th February, 1890. [240]

IN THE SUPREME COURT OF HONGKONG.
PROBATE JURISDICTION.
In the Matter of the Estate of THOMAS TRUSLOW PHILLIPS, deceased.

TAKE Notice that all Persons indebted to the above named are hereby requested to make payment to Mr. HARRY HAINES, co-executor of the above estate, on or before the 15th day of March, 1890, addressed to the Imperial Maritime Customs at Kowloon.

All persons having claims against the Estate must send particulars to the above named Mr. HARRY HAINES on or before the date above mentioned.
Hongkong, 12th February, 1890. [283]

VICTORIA COLLEGE.
APPLICATIONS for ADMISSION will be received TO-MORROW, the 13th inst., at 8.30 A.M.

FEES:—
Class I. \$36 per Annum.
" II. and III. \$24 "
" IV. to VII. \$12 "
G. H. BATESON WRIGHT, M.A.,
Head Master.
Hongkong, 10th February, 1890. [272]

HONGKONG TIMBER YARD, WANCHAI.
OREGON PINE SPARS AND LUMBER
Always on Hand.
L. MALLORY.
Hongkong, 24th June, 1889. [273]

Intimations.

HONGKONG TRADING COMPANY, LIMITED.

(LATE THE HALL & HOLTZ CO-OPERATIVE COMPANY, LIMITED.)

"RACES." "RACES."

SPECIAL attention is called to our extensive display of choice and fashionable materials for SUITINGS, ULSTERINGS, OVERCOATINGS, TROUSERINGS, &c., comprising the latest Novelties and finest quality Goods ever imported to the East.

RACE JACKETS, RACE CAPS, RACE JACKETS,
IN SILK OR SATIN, ALL SHADES, ANY DESIGN.
RACING BOOTS, RIDING BREECHES, RACING SADDLES, SADDLERY, STABLE REQUISITES.

HONGKONG TRADING CO., LTD.
(Late THE HALL & HOLTZ C. Co., Ltd.)
Hongkong, 7th February, 1890. [26]

Masonic.
PERSEVERANCE LODGE OF HONGKONG,
No. 1165.

A REGULAR MEETING of the above LODGE will be held in FREEMASONS' HALL, Zealand Street, on SATURDAY, the 15th inst., at 8.30 for 9 P.M. precisely.
Hongkong, 11th February, 1890. [281]

EOTHEN MARK LODGE OF HONGKONG,
No. 264.

A REGULAR MEETING of the above LODGE will be held in FREEMASONS' HALL, Zealand Street, on WEDNESDAY, the 19th inst., at 8.30 for 9 P.M. precisely.
Hongkong, 11th February, 1890. [280]

To be Let.

TO LET, AT THE PEAK.
DUNNOTTAR, R. B. Lot No. 70, for 1 year, from 15th April, 1890.
Apply to
B.,
c/o Hongkong Telegraph Office.
Hongkong, 10th February, 1890. [273]

TO LET.
THE TOP FLOOR of Gibb, Livingston & Co.'s Hong consisting of Five Spacious Rooms and Three Bath Rooms suitable either as Offices or Dwelling Apartments.
For terms, apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO. LD.
Hongkong, 14th January, 1890. [138]

TO LET.
THE TOP FLOOR of Caine Road, No. 23, (Two Spacious Rooms and Bath Room). Gas and Water laid on.
Apply to
F. NAUDIN & Co.
Hongkong, 7th February, 1890. [257]

TO LET.
HOUSES No. 1 and 2, "KIMBERLEY VILLAS" at Kowloon, from 1st February, 1890, and
House No. 4, "VICTORIA VIEW" Kowloon Point, from 1st February, 1890.
Apply to
A. P. ALVES.
Hongkong, 24th January, 1890. [180]

TO LET.
NOS. 75 and 79, WYNDHAM STREET.
Apply to
THE HEAD SHROFF of Chartered Bank of India Australia & China.
Hongkong, 14th January, 1890. [137]

TO LET.
ROOMS in "COLLIER CHAMBERS,"
Apply to
DAVID SASSOON, SONS & Co.
Hongkong, 14th January, 1890. [113]

TO LET.
FROM 1st February next, Nos. 53, 55, & 57, PEEL STREET.
Apply to
EDWARD GEORGE.
Hongkong, 9th January, 1890. [110]

TO LET.
BAXTER HOUSE EAST, Bonham Road.
Apply to
A. SETH.
Hongkong, 31st January, 1890. [214]

TO LET.
FROM the 1st March, the PREMISES in Pedder's Street at present occupied by Caldwell, MacGregor & Co.
Also,
ROOMS suitable for OFFICES on the first floor.
Apply to
CRUICKSHANK & Co., Ltd.
Hongkong, 28th January, 1890. [195]

TO LET.
HOUSE No. 2, "SMITH'S VILLAS" Magazine Gap, a spacious five roomed HOUSE, with basement and outhouse, excellent view.
Apply to
F. BLACKHEAD & Co.
Hongkong, 2nd July, 1889. [21]

Notices of Firms.
NOTICE.
MR. TOM GREAVES GOWLAND and MR. HENRY PERCY WHITE are admitted PARTNERS in our Firm from the 1st February, 1890.
DODD & Co.
Tamsui & Kelung, 1st February, 1890. [278]

NOTICE.
WE have this day entered into Partnership as Solicitors and shall carry on business under the name of "HOLMES & RODDY." HENRY J. HOLMES, ARTHUR B. RODDY.
Hongkong, 1st February, 1890. [224]

Consignees.
NOTICE TO CONSIGNEES.
FROM CALCUTTA, PENANG, AND SINGAPORE.

CONSIGNEES of CARGO per Steamship "JAPAN" are hereby informed that their goods are being landed at their risk into the Hongkong and Kowloon Wharf and Godown Company's Godowns at West Point, whence delivery may be obtained. Cargo remaining undelivered after the 17th inst., will be subject to rent. No Fire Insurance has been effected.

Consignees are hereby informed, that all claims must be made immediately, as none will be entertained after the 17th inst.

Bills of Lading will be countersigned by
DAVID SASSOON, SONS & Co.,
Agents.
Hongkong, 11th February, 1890. [276]

NOTICE TO CONSIGNEES.
STEAMSHIP "STRATHEARN," FROM NEW YORK.

CONSIGNEES of Cargo by the above Steamer are requested to send their Bills of Lading to the undersigned for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Steamer will be at once landed and stored at Consignees' risk and expense and no Fire Insurance will be effected.

All claims against the Steamer must be sent in immediately.
ADAMSON, BELL & Co.,
Agents.
Hongkong, 6th February, 1890. [250]

Shipping.
STEAMERS.
MOGUL STEAMSHIP COMPANY, LD.

FOR SHANGHAI, KOBE & YOKOHAMA.
THE Steamship
"TARTAR,"
Captain Buley, will be despatched on or about the 21st inst.

This steamer has superior Passenger Accommodation.
For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.
Hongkong, 5th February, 1890. [240]

THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, SINGAPORE AND BANGKOK.

THE Company's Steamship
"PHRA-CHOM-KLAO,"
Captain W. H. Watton, will be despatched for the above Ports, TO-MORROW, the 13th inst., at 8 A.M.

For Freight or Passage, apply to
YUEN FAT HONG,
Agents.
Hongkong, 11th February, 1890. [218]

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.
STEAM FOR
SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, HODEIDAH, MASSUA, JEDDAH, SUZ, PORT SAID, BRINDISI, TRIESTE, and VENICE (taking Cargo at through rates to CALCUTTA, MADRAS, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, and ADRIATIC PORTS).

THE Company's Steamship
"POSEIDON" will be despatched as above, on the 16th inst.

Cargo will not be received on board after 5 P.M. prior to date of sailing.
For further information as to Passage and Freight, apply to
DAVID SASSOON, SONS & Co.,
Agents.
Hongkong, 8th February, 1890. [266]

Shipping.

STEAMERS.
DOUGLAS STEAM-SHIP COMPANY, LIMITED.

FOR SWATOW.
THE Company's Steamship
"NAMO,"
Captain Pocock, will be despatched for the above Port, TO-MORROW, the 13th inst., at DAVLIGHT.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.
Hongkong, 11th February, 1890. [274]

STEAM TO YOKOHAMA, VIA NAGASAKI AND KOBE.
(PASSING THROUGH THE INLAND SEA.)
THE P. & O. S. N. Co.'s Steamship
"VERONA,"
will leave for the above places on FRIDAY, the 14th inst., at DAVLIGHT.

E. L. WOODIN,
Superintendent.
Hongkong, 3rd February, 1890. [1]

THE CHINA SHIPPERS' MUTUAL STEAM NAVIGATION COMPANY, LIMITED.
FOR LONDON.
THE Company's Steamship
"OANFA,"
W. S. Thomson, Comm'r, will be despatched for the above Port, on or about the 15th inst.

For Freight, apply to
ARNHOLD, KARBURG & Co.,
Agents.
Hongkong, 1st February, 1890. [219]

FOR SINGAPORE, PENANG AND CALCUTTA.
THE Steamship
"JAPAN,"
Captain T. S. Gardner, will be despatched for the above Ports, on SATURDAY, the 15th inst., at NOON.

For Freight or Passage, apply to
DAVID SASSOON, SONS & Co.,
Agents.
Hongkong, 11th February, 1890. [275]

"SHIRE" LINE OF STEAMERS.
FOR NAGASAKI, KOBE & YOKOHAMA, VIA INLAND SEA.

THE Steamship
"FLINTSHIRE,"
Captain Davies, will be despatched for the above Ports, on the 17th inst.

For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.
Hongkong, 10th February, 1890. [267]

CHINA NAVIGATION COMPANY, LIMITED.
FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship
"CHANGSHA,"
Williams, Comm'r, will be despatched as above on THURSDAY, the 20th inst., at NOON.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First Class Saloon and Cabins are situated forward of the engines. Second Class Passengers are Berthed in the Poop. A Refrigerating chamber ensures the supply of fresh provisions during the entire voyage. A duly qualified Surgeon is carried.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 11th February, 1890. [183]

"SHIRE" LINE OF STEAMERS.
FOR NEW YORK.

THE Steamship
"MERIONETHSHIRE,"
Captain Dowling, will be despatched, on or about the 4th March.

This Steamer has superior Passenger Accommodation.
For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.
Hongkong, 5th February, 1890. [1559]

Mails.
U. S. MAIL LINE.
PACIFIC MAIL STEAMSHIP COMPANY:

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship
"CITY OF PEKING" will be despatched for San Francisco, via Yokohama, on WEDNESDAY, the 26th February, at NOON, taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports to San Francisco, and Atlantic and Inland Cities of the United States via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—
To San Francisco.....\$225.00
To San Francisco and return, available for 6 months..... } 393.75
To Liverpool..... 325.00
To London..... 330.00

To other European Ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese and Japanese Customs, to be obtained on application.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C.

Freight will be received on board until 4 P.M. on the 5th March.

All Parcels must be sent to our Office and should be marked to address in full; and the same will be received by us until 5 P.M. the day previous to sailing.

For information as to Passage or Freight, apply to
ADAMSON, BELL & Co.,
Agents.
Hongkong, 7th February, 1890. [24]

MERCANTILE MARINE OFFICERS' ASSOCIATION.
UNTIL the NEW PREMISES are ready the above named Institution will be carried on at Nos. 2, 4, and 6, High Street, above the Government Civil Hospital.

Good Accommodation for M. M. Officers.
Terms Moderate.
JAS. EDWARDS,
Proprietor.

J. A. CLARKE,
Teacher of Officers and Engineers.
Above Address.
Hongkong, 2nd September, 1889. [24]

Mails.

OCCIDENTAL AND ORIENTAL STEAM-SHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA
THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

THE Steamship
"BELGIC" will be despatched for San Francisco, via Yokohama, on THURSDAY, the 13th February, at 1 P.M.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports.

All Parcel Packages should be marked to address in full, and the same will be received at the Company's Office until Five P.M. the day previous to sailing.

First-class Fares granted as follows:—
To San Francisco.....\$225.00
To San Francisco and return, available for 6 months..... } 393.75
To Liverpool..... 325.00
To London..... 330.00

To other European Ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco or China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 204, Queen's Road Central.
C. D. HARMAN,
Agent.
Hongkong, 18th January, 1890. [2]

NORDEUTSCHER LLOYD.
NOTICE.
STEAM FOR

SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON SUNDAY, the 16th day of February 1890, at 10 A.M. the Company's Steamship "DRAUSCHWIG," Captain A. Meier, with MAILED PASSENGERS, SPECIE & CARGO, will leave this Port as above, calling at GENOA.

Shipping Orders will be granted till Noon, Cargo will be received on Board until 4 p.m. Specie and Parcels until 1 p.m., on 15th February, (Parcels are not to be sent on Board; they must be left at the Agency's Office). Contents and Value of Packages are required.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

For further Particulars, apply to
MELCHERS & Co.,
Agents.
Hankow, 22nd January, 1890. [14]

CANADIAN PACIFIC STEAMSHIP COMPANY.
TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES AND EUROPE.

VIA
THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING RAILWAY LINES & STEAMERS.

THE British Steamship
"PARTHIA,"
3,167 Tons Register, Captain F. H. Wallace, will be despatched for VANCOUVER, B.C., via INLAND SEA, KOBE & YOKOHAMA, on THURSDAY, the 6th March, at NOON.

To be followed by the S.S. "BATAVIA" on the 3rd April and "ABYSSINIA" on the 24th April.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with Pacific Coast Points by the regular Steamers of the Pacific Coast Steamship Company and other Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—
To Vancouver and Victoria.....(Mex.)\$210.00
To Montreal, New York, &c..... 290.00
To Liverpool..... 325.00
To London..... 330.00

To other European Ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese and Japanese Customs, to be obtained on application.

Consular Invoices to accompany Cargo destined to Points in the United States, should be sent to the Company's Office, addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C.

Freight will be received on board until 4 P.M. on the 5th March.

All Parcels must be sent to our Office and should be marked to address in full; and the same will be received by us until 5 P.M. the day previous to sailing.

Commercial.

CLOSING QUOTATIONS.
 Hongkong and Shanghai Bank—197 per cent premium, sellers.
 Union Insurance Society of Canton—\$101 per share, buyers.
 China Traders' Insurance Company—\$72 per share, buyers.
 North China Insurance—Tls. 350 per share, buyers.
 Canton Insurance Company, Limited—\$130 per share, buyers.
 Yangtze Insurance Association—Tls. 96 per share, buyers.
 On the Insurance Company, Limited—Tls. 150 per share, buyers.
 Hongkong Fire Insurance Company—\$400 per share, sellers.
 China Fire Insurance Company—\$90 per share, sellers.
 Hongkong and Whampoa Dock Company—\$8 per share, premium, sellers.
 Hongkong, Canton, and Macao Steamboat Co.—\$38 per share, ex. div., sellers.
 China and Manila Steam Ship Company—120 per share, buyers.
 Hongkong Gas Company—\$135 per share, sellers.
 Hongkong Hotel Company—\$200 per share, sellers.
 Hongkong Hotel Co.'s Six per cent. Debentures—\$201.
 Indo-China Steam Navigation Company, Limited—125 per cent. dis. buyers.
 Douglas Steamship Company—\$66 per share, buyers.
 China Sugar Refining Company, Limited—\$229 per share, sales and sellers.
 Luson Sugar Refining Company, Limited—\$70 per share, sellers.
 Hongkong Ice Company—\$110 per share, buyers.
 Hongkong and China Bakery Company, Limited—\$80 per share, buyers.
 Hongkong Dairy Farm Co., Limited—\$14 per share, sellers.
 A. S. Watson & Co., Limited—\$23 per share, sellers.
 Chinese Imperial Loan of 1884 B—24 per cent. premium, sellers.
 Chinese Imperial Loan of 1885 C—5 per cent. premium, buyers.
 Chinese Imperial Loan of 1886 E—11 per cent. premium.
 Hongkong Rope Manufacturing Company, Limited—\$104 per share, sellers.
 The Hongkong Steam Laundry Co., Ltd.—\$25 per share.
 Panjoni and Sunghie Dui Samantan Mining Co.—\$19 per share, sellers.
 Hongkong and Kowloon Wharf and Godown Company—\$99 per share, sellers.
 Tongqua Coal Mining Co.—\$500 per share, sellers.
 The Hongkong High-Level Tramway Co., Limited—200 per cent. prem. sellers.
 East Borneo Planting Co., Limited—\$61 per share, sellers.
 The Sengat Koyah Planting Co., Ltd.—\$61 per share, buyers.
 Cruickshank & Co., Ltd.—\$40 per share, nom.
 The Steam Launch Co., Limited—nominal.
 The Austin Arms Hotel and Building Co., Ltd.—par., nominal.
 The China-Borneo Co., Ltd.—\$38 per share, sellers.
 The Hongkong Brick and Cement Co., Ltd.—\$48 per share, sellers.
 The Green Island Cement Co. (Old Issue)—\$43 per share, buyers.
 The Green Island Cement Co. (New Issue)—\$5 per share, buyers.
 The Hongkong Land Investment Co., Ltd.—\$100 per share, ex. div., buyers.
 The Hongkong Electric Light Co., Ltd.—\$8 per share, nominal.
 Geo. Fenwick & Co., Limited—\$30 per share, nominal.
 The West Point Buildings Co., Ltd.—\$45 per share, buyers.
 The Peak Hotel and Trading Co., Ltd.—\$20 per share, sellers.
 The Lohok Planting Co., Ltd.—\$25 per share, nominal.
 The Jolebu Mining and Trading Co., Ltd.—\$5 per share, buyers.
 The Selama Tin Mining Co., Ltd.—\$31 per share, sellers.
 The Shamene Hotel Co., Ltd.—\$5 per share, nominal.
 The Kowloon Land Investment Co., Ltd.—\$16 per share, sellers.
 The Hongkong Marine, Limited—25 per cent. premium, nominal.

Shipping.

ARRIVALS.
 CHINA, German steamer, 64, J. Bruhn, 12th Feb., Del., via Singapore and Toulon, 21st Jan., Ballast.—Melchers & Co.
 THALES, British steamer, 820, W. Y. Hunter, 12th Feb., Kobe 6th February, General.—D. Laprak & Co.
 APENRADE, German steamer, 1,475, Hohlmann, 12th Feb., Saigon 7th February, Rice.—Geo. R. Stevens & Co.
 ASHINGTON, German steamer, 809, C. Zindel, 12th Feb., Hongkong Bay 8th Feb., Salt.—Stiemssen & Co.
 GLENKARN, British steamer, 1,410, W. Murray, 12th Feb., Saigon 7th Feb., Rice.—Jardine, Matheson & Co.
 OAKWORTH, British ship, 1,201, Thos. Nall, 12th February, "Middleboro" 10th August, General.—W. Hewett & Co.
 BOMBAY, British steamer, 2,047, E. A. Weston, 12th Feb., London 26th Dec., and Singapore 5th Feb., General.—P. & O. S. N. Co.
CLARANCES AT THE HARBOUR OFFICE.
 Phra Chom Kiao, British str., for Swatow, &c. Nampoa, British steamer, for Swatow.
 Palmurus, British steamer, for Amoy, &c. Tartar, British steamer, for Shanghai, &c. Vorwarts, German steamer, for Saigon.
 Soochow, British steamer, for Hoihow, &c. Chang Hock Kian, British str., for Swatow, &c.
DEPARTURES.
 February 12, Peninsular, British steamer, for Singapore.
 February 12, Dorset, German str., for Nagasaki.
 February 12, Independent, German steamer, for Hoihow, &c.
 February 12, Peking, German str., for Shanghai.
 February 12, Tatar, British steamer, for Singapore, &c.
 February 12, Vorwarts, German steamer, for Saigon.
 February 12, Euphrates, British steamer, for Saigon.

PASSENGERS—ARRIVED.
 Per China, str., from Del., &c.—88 Chinese.
 Per Thales, str., from Kobe.—1 European (deck).
 Per Glenarn, str., from Saigon.—3 Chinese.
 Per Ashington, str., from Hongkong Bay.—3 Chinese.
 Per Apennine, str., from Saigon.—6 Chinese.
DEPARTED.
 Per Peninsular, str., from Hongkong for Singapore.—Dr. and Mrs. Wilson and 2 infants, Mrs. Lathan and 2 infants, Messrs. K. Nakagawa, Braddell, and H. Norman. For Penang.—Mr. and Mrs. Kaw Hong Take, 3 children and 2 servants. For Bombay.—Mr. S. D. Bathena. For London.—Messrs. John Angus, William Robertson, Robert Patterson, and A. McKeechie. From Shanghai for Singapore.—Mr. H. H. Wall. For Bombay.—Mr. B. L. Salarru. For London.—Mrs. Begg. From Yokohama for Singapore.—Messrs. J. Sellar and H. Williamson. For London.—Mr. S. Take. From Higo.—Mr. Dunn.

REPORTS.
 The German steamship China reports that she left Del., via Singapore and Toulon, on the 21st ult. Had north-east monsoon.
 The British steamship Glenarn reports that she left Saigon on the 7th instant. Had fresh north to north-east winds to Paracels; thence to port had strong winds with high sea and overcast sky.
 The British steamship Thales reports that she left Kobe on the 6th instant. From Kobe to White Dogs had strong north-west to north-east winds with heavy sea and overcast weather; thence to port had light variable winds and smooth sea with fine clear weather.

Post Office.

MAIL WILL CLOSE.
 For Swatow, Singapore, and Bangkok.—Per Phra Chom Kiao to-morrow, the 13th instant, at 7:30 A.M.
 For Saigon.—Per China to-morrow, the 13th instant, at 11:30 A.M.
 For Straits and London.—Per Shanghai to-morrow, the 13th instant, at 11:30 A.M.

SHIPPING IN HONGKONG.

STRAMERS.
 ARDAGY, British steamer, 1,080, J. Thom, 11th Feb., Bangkok 3rd February, Rice.—A. C. Morris.
 BELGIC, British steamer, Wm. H. Walker, 1st Feb., San Francisco 7th Jan., and Yokohama 26th, Mails and General.—O. & O. S. S. Co.
 CHINA, German steamer, 1,093, P. Hays, 9th Feb., Saigon 4th Feb., Rice and Paddy.—Tung Kee.
 DON JUAN, Spanish steamer, 654, J. Marquez, 10th Feb., Manila 7th Feb., General.—Brandão & Co.
 FEICHIING, British steamer, 994, James Price, 10th Feb., Saigon 5th February, Rice and Paddy.—W. Hewett & Co.
 FOOKSANG, British steamer, 991, H. W. Hogg, 20th Jan., Shanghai, and Swatow 25th Jan., General.—Jardine, Matheson & Co.
 INGRAMAN, German steamer, 865, Massmann, 10th Feb., Saigon 6th February, Rice and Paddy.—Wieler & Co.
 JAPAN, British steamer, 1,865, T. S. Gardner, 11th Feb., Calcutta 24th Jan., Peking 31st, and Singapore 3rd February, Opium and General.—D. Sassoon, Sons & Co.
 KIEL, German steamer, 851, Kutzfeldt, 7th Feb., Bangkok 29th January, Rice.—Melchers & Co.
 MONGKUT, British steamer, 860, Jas. Fowler, 7th Feb., Bangkok 31st Jan., Rice.—Yuen Fat Hong.
 NAMOA, British steamer, 863, T. G. Pocock, 11th Feb., Fochow 7th February, Amoy 9th, and Swatow 10th, General.—D. Laprak & Co.
 NANSHAN, British steamer, 805, Jas. Young, 4th Feb., Singapore 24th Jan., and Bangkok 27th, Rice.—Hop Hing.
 NANZING, British steamer, 808, B. Thomson, 3rd Jan., Manila 31st Dec., General.—Jardine, Matheson & Co.
 PHRA CHOM KIAO, British steamer, 1,011, W. H. Watton, 4th Feb., Bangkok 27th Jan., General.—Yuen Fat Hong.
 PHU-QUOC, French steamer, 183, Vallin, 28th Sept., Toulon 20th Sept., Coals.—Wing Tai & Co.
 PICCOLA, German steamer, 875, Th. Nissen, 12th January, Bangkok 29th Dec., Rice.—Melchers & Co.
 PRESTO, German steamer, 655, J. Jensen, 8th Feb., Saigon 2nd Feb., Rice.—Stiemssen & Co.
 SHANGHAI, British steamer, 2,044, F. N. Tildard, 10th Feb., Nagasaki 6th Feb., General.—P. & O. S. N. Co.
 TAISSAN, British steamer, 1,505, W. H. Jackson, 18th Jan., Whampoa 18th Jan., General.—Jardine, Matheson & Co.
 TARTAR, British steamer, 1,567, D. S. Bailey, 19th Feb., Liverpool 24th Dec., and Singapore 4th Feb., General.—Adamson, Bell & Co.
 TRIUMPH, German steamer, 675, P. Moos, 11th Feb., Toulon 8th February, Ballast.—Wieler & Co.
 VERONA, British steamer, 1,876, Speck, 10th February, from Yokohama, Mails and General.—P. & O. S. N. Co.

SAILING VESSELS.
 ALTAR, British bark, 1,283, R. Magrath, 14th Jan., Newcastle, N.S.W., 29th Nov., Coals.—Butterfield & Swire.
 AMY TURNER, American bark, 960, Chas. Johnson, 7th Feb., Honolulu 4th January, Ballast.—Russell & Co.
 BELLE OF OREGON, American bark, 1,110, Matthews, 24th Jan., Japan 13th January, Coals.—Order.
 COLOMA, American bark, 843, C. M. Noyes, 9th Dec., Portland 19th Oct., and Honolulu 8th Nov., Lumber.—Order.
 CONQUEROR, American ship, 1,540, A. D. Lothrop, 17th June, Anjer 1st June, Ballast.—Reuter, Brockelmann & Co.
 ERKONHO, Chinese bark, 457, Opium Examination bulk, Stoncutters' Island.—Chinese Customs.
 GREAT ADMIRAL, American ship, 1,497, J. F. Rowell, 30th Nov., San Francisco 8th Oct., Flour.—Melchers & Co.
 HANS, German schooner, 120, G. A. Hansen, 2nd Dec., Matupi 25th Sept., General.—Blackhead & Co.
 J. W. FIDLERICH, German ship, 1,108, G. Meyer, 4th Dec., Newcastle 26th Oct., Coals.—Captain.
 OMBGA, British bark, 480, A. V. Brown, 28th Jan., Honolulu 24th December, General.—Master.
 PERLE, British brig, 400, L. P. Nilsson, 1st Feb., Livingston & Co.
 P. N. BLANCHARD, American ship, 1,503, N. W. Blanchard, 3rd Feb., Higo 29th January, Coal.—Order.
 RINGLEADER, American ship, 1,145, J. Clifford Entwistle, 1st Feb., Newcastle, N.S.W., 14th Dec., Coal.—Butterfield & Swire.
 S. MENDEL, British bark, 1,377, Gower, 21st Dec., Whampoa 21st Dec., General.—Wieler & Co.
 SUMATRA, British bark, 740, John Rez, 16th Jan., Gorontalo 17th Dec., Ebony and Rattan.—Ed. Schellhaus & Co.

HONGKONG—SAILING VESSELS.
Continued.
 SWAN, American brig, 350, Baada, 25th Dec., Yap (Caroline Islands) 16th Dec., Ballast.—Moore and Stumm.
 TARAPACA, British bark, 496, Kennett, 16th Jan., Sourabaya 16th Dec., Timber.—Gibb, Livingston & Co.
 TILLIE BAKER, American bark, Carty, 22nd Dec., Newcastle, N.S.W., 2nd Nov., Coal.—Order.
 TONDE, Hawaiian bark, 750, M. Moresca, 21st Dec., Albany, W.A., 9th Nov., Sandalwood.—Order.
 W. H. LINCOLN, American ship, 1,675, M. J. Daly, 12th Jan., Yokohama 27th Dec., Kerosene Oil.—Russell & Co.

Insurances.

STANDARD LIFE OFFICE.
THREE IMPORTANT FACTS ABOUT THE ANNUUM
 1.—HALF A MILLION STEERING per annum is being paid in Death claims year by year.
 2.—THE FUNDS IN HAND amount to upwards of Six Million and Three-quarter pounds Sterling and have increased 50 per cent. in the last 15 years.
 3.—THE LIVES who die are annually replaced by more than double the number of fresh carefully selected lives.
 ADAMSON, BELL & Co., Agents, Hongkong.
FIRE INSURANCE COMPANY, OF 1877 IN HAMBURG.

The Undersigned having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
 REUTER, BROCKELMANN & Co., Agents.
 Hongkong, 1st July, 1889. [56]

GENERAL LIFE AND FIRE ASSURANCE COMPANY IN LONDON.

The Undersigned having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE and LIFE at Current Rates.
 REUTER, BROCKELMANN & Co., Hongkong, 1st July, 1889. [57]

THE INDIAN IMPERIAL MARINE INSURANCE COMPANY, LIMITED.

The Undersigned having been appointed Agents for the above Company, are prepared to accept MARINE RISKS at Current Rates.
 GIBB, LIVINGSTON & Co., Hongkong, 5th November, 1889. [25]

NOTICE.
THE MAN ON INSURANCE COMPANY LIMITED.

(CAPITAL SUBSCRIBED.....\$1,000,000.)
 The above Company is prepared to accept MARINE RISKS at CURRENT RATES on GOODS, &c. Policies granted to all Parts of the world payable at any of its Agencies.
 WOO LIN YUEN, Secretary.

HEAD OFFICE,
 No. 4, QUEEN'S ROAD WEST.
 Hongkong, 1st February, 1889. [217]

GENERAL NOTICE.
THE ON TAI INSURANCE COMPANY, (LIMITED).

CAPITAL TAELS 600,000, \$833,333-33.
 EQUAL TO \$318,000.00.
 RESERVE FUND \$318,000.00.

BOARD OF DIRECTORS.
 LEE SING, Esq. LO YUEK MOON, Esq.
 LOU TSO SHUN, Esq. MANAGER.—HO AMEL.

MARINE RISKS ON GOODS, &c., taken at CURRENT RATES to all parts of the world.
HEAD OFFICE, 8 & 9, PRAYA WEST.
 Hongkong, 17th December, 1889. [100]

For Sale.

INTIMATION.
F. Blackhead & Co.,
SHIP-CHANDLERS, SAIL-MAKERS,
AND
PROVISION MERCHANTS,
NAVY CONTRACTORS,
AND
GENERAL COMMISSION AGENTS,
 No. 11, Praya Central,
 (Opposite Pedder's Wharf).

SOLE AGENTS
for
RAHTJEN'S
GENUINE
COMPOSITION
FOR
THE BOTTOMS OF IRON SHIPS.

HARTMANN'S GREY PAINT, specially manufactured for coating the inside of STEEL SHIPS.
CARBOLINEUM AVENARIUS
 PRESERVATIVE AGAINST
 ROTTING, DECAY, &c., OF WOOD.

SAPOLIO.
 ENOCH MORGAN'S SON'S
SAPOLIO
 OR GENERAL CLEANING PURPOSES.
 CHR. MOTZ & CO., BORDEAUX CLARET.

MAX HAASEN'S FRANKFURT ON M.
 CONSERVED MEATS,
 VEGETABLES AND FRUIT
 CEMENT from his celebrated Factory of Hemmoor.
SWEDISH TAR AND OREGON PINE LUMBER.

FLensburg STOCKFISH,
ENGINEERS' AND BLACKSMITHS' MACHINERY AND TOOLS.
 EVERY KIND OF
 SHIP'S STORES AND REQUISITES
 ALWAYS IN STOCK
 AT
REASONABLE PRICES.
ALL KINDS OF
COALS
 SUPPLIED AT THE SHORTEST NOTICE.
 Hongkong, 26th June, 1889. [149]

NOTICE TO SHAREHOLDERS.
THE TRUST AND LOAN COMPANY OF CHINA, JAPAN AND STRAITS, LIMITED.

THE SECOND CALL of Ten Shillings per Share is payable here on the 6th March. Shareholders will please pay respective amounts due from them to the undersigned.
 Wm. H. FORBES,
 For the Local Committee.
 Hongkong, 8th February, 1890. [262]

NOTICE.
HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS AND ENGINEERS are respectfully informed that, if upon their arrival in this HARBOUR none of the COMPANY'S FOREMEN should be at hand, ORDERS FOR REPAIRS, if sent to the HEAD OFFICE, No. 14, Praya Central, will receive prompt attention.

In the event of complaints being found necessary, communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.
 D. GILLIES, Secretary.
 Hongkong, 25th August, 1889. [15]

HONGKONG HIGH LEVEL TRAMWAYS COMPANY, LTD.

TIME TABLE.
WEEK DAYS.
 8 to 10 A.M. every quarter of an hour.
 12 to 2 P.M. every half hour (Tiffin Car at 12.45).
 3 to 7.30 P.M. every quarter of an hour.

THURSDAYS.
 NIGHT TRAMS at 10.30 and 11 P.M.
SATURDAYS.
 NIGHT TRAMS at 8.45, 9.30, 10.30, 11 P.M.
SUNDAYS.
 10.40 A.M.; 11 (NOON) to 2 P.M. every quarter of an hour.
 3 to 7.30 P.M. every quarter of an hour.
 Special Cars may be obtained on application to the Superintendent.
 Single Tickets are sold in the Cars; Five-Cent Coupons and Reduced Tickets at the Office.
 MACEWEN, FRICKEL & Co., General Managers.
 Hongkong, 1st November, 1889. [510]

NOTICE.
P. C. FULLERT,
LICENSED INLAND SEA PILOT,
 NAGASAKI.
 Will meet ships off
 IWOSIMA OR ROKUREN.
 Telegraphic address:—
 FULLERT, Nagasaki.
 FULLERT, Kobe.
 13th November, 1889. [29]

NOTICE.
JEVE'S SANITARY COMPOUNDS COMPANY, LIMITED.
JEVE'S WOOD PRESERVER OR ANTISEPTIC PAINT.
 THE Undersigned have this day been appointed SOLE AGENTS for the sale of these PERFECT DISINFECTANTS, and are prepared to supply quantities to suit purchasers, at Wholesale Prices, Extra Special terms for Shipping and large Orders.
 Sir ROBERT RAWLINSON, C.B., C.E., Chief Sanitary Engineer, Local Government Board London, says
 "It is the best disinfectant in use."
 W. G. HUMPHREYS & Co., Bank Buildings.
 Hongkong, 10th June, 1889.

Intimations.
THE TRUST AND LOAN COMPANY OF CHINA, JAPAN AND STRAITS, LIMITED.

NOTICE TO SHAREHOLDERS.
THE SECOND CALL of Ten Shillings per Share is payable here on the 6th March. Shareholders will please pay respective amounts due from them to the undersigned.
 Wm. H. FORBES,
 For the Local Committee.
 Hongkong, 8th February, 1890. [262]

NOTICE.
HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS AND ENGINEERS are respectfully informed that, if upon their arrival in this HARBOUR none of the COMPANY'S FOREMEN should be at hand, ORDERS FOR REPAIRS, if sent to the HEAD OFFICE, No. 14, Praya Central, will receive prompt attention.

In the event of complaints being found necessary, communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.
 D. GILLIES, Secretary.
 Hongkong, 25th August, 1889. [15]

HONGKONG HIGH LEVEL TRAMWAYS COMPANY, LTD.

TIME TABLE.
WEEK DAYS.
 8 to 10 A.M. every quarter of an hour.
 12 to 2 P.M. every half hour (Tiffin Car at 12.45).
 3 to 7.30 P.M. every quarter of an hour.

THURSDAYS.
 NIGHT TRAMS at 10.30 and 11 P.M.
SATURDAYS.
 NIGHT TRAMS at 8.45, 9.30, 10.30, 11 P.M.
SUNDAYS.
 10.40 A.M.; 11 (NOON) to 2 P.M. every quarter of an hour.
 3 to 7.30 P.M. every quarter of an hour.
 Special Cars may be obtained on application to the Superintendent.
 Single Tickets are sold in the Cars; Five-Cent Coupons and Reduced Tickets at the Office.
 MACEWEN, FRICKEL & Co., General Managers.
 Hongkong, 1st November, 1889. [510]

NOTICE.
P. C. FULLERT,
LICENSED INLAND SEA PILOT,
 NAGASAKI.
 Will meet ships off
 IWOSIMA OR ROKUREN.
 Telegraphic address:—
 FULLERT, Nagasaki.
 FULLERT, Kobe.
 13th November, 1889. [29]

NOTICE.
JEVE'S SANITARY COMPOUNDS COMPANY, LIMITED.
JEVE'S WOOD PRESERVER OR ANTISEPTIC PAINT.
 THE Undersigned have this day been appointed SOLE AGENTS for the sale of these PERFECT DISINFECTANTS, and are prepared to supply quantities to suit purchasers, at Wholesale Prices, Extra Special terms for Shipping and large Orders.
 Sir ROBERT RAWLINSON, C.B., C.E., Chief Sanitary Engineer, Local Government Board London, says
 "It is the best disinfectant in use."
 W. G. HUMPHREYS & Co., Bank Buildings.
 Hongkong, 10th June, 1889.

NOTICE.
THE HONGKONG ICE COMPANY, LIMITED.

The Ninth Ordinary Annual MEETING of SHAREHOLDERS will be held at the Office of the Company, Pedder's Street, on SATURDAY, the 15th February, at noon, to receive a Statement of the Accounts of the Company to the 31st December, 1889, and the Report of the General Managers, and to discuss any matters that may be competently brought before the Meeting.

The TRANSFER BOOKS of the Company will be CLOSED from the 5th to 15th February, both days inclusive.
 JARDINE, MATHESON & Co., General Managers.
 Hongkong, 31st January, 1890. [216]

GREEN ISLAND CEMENT COMPANY, LIMITED.

DIRECTORS:
 C. EWENS, Esq., Chairman.
 L. POESNECKER, Esq., Vice-Chairman.
 J. D. HUTCHISON, Esq.
 CHANTREY INCHBALD, Esq.
 LEE SING, Esq.
 PUN PONG, Esq.

The above Company is now prepared to supply PORTLAND CEMENT of best quality.
 Offices—62, Queen's Road Central.
 J. FOREMAN, Secretary.
 Hongkong, 3rd February, 1890. [233]

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

SUBSCRIBED CAPITAL.....\$5,000,000.
PAID UP CAPITAL.....2,500,000.
RESERVE FUND.....1,250,000.

BOARD OF DIRECTORS.
 Hon. J. J. KESWICK, Chairman.
 Hon. C. P. CHATER, Vice-Chairman.
 LEE SING, Esq.
 S. C. MICHAELSEN, Esq.
 J. S. MOSES, Esq.
 G. E. NOBLE, Esq.
 POON PONG, Esq.
 D. R. SASSOON, Esq.

BANKERS.
THE HONGKONG & SHANGHAI BANKING CORPORATION.

MONEY advanced on Mortgage, on Land, and Buildings.
 Properties purchased and sold.
 Estates Managed and all kinds of Agency and Commission business relating to land, etc., conducted.
 Full particulars can be obtained at the Company's Offices, No. 5, Queen's Road Central.
 A. SHELTON HOOPER, Secretary.
 Victoria Buildings,
 Hongkong, 2nd May, 1889. [59]

NOTICE.
THOMAS KERR & CO.
ENGINEERS, BOILER-MAKERS
AND
CONTRACTORS.
YAU-MAT ENGINEERING WORKS,
 Kowloon.
 Hongkong, 6th June, 1889. [26]

SCOTT'S EMULSION
OF PURE COD LIVER OIL
 With Hypophosphites of Lime & Soda.
PALATABLE AS MILK.
 The only preparation of COD LIVER OIL, that can be taken readily and absorbed for a long time.
 AS A REMEDY FOR CONSUMPTION, BRONCHITIS, SCROFULOUS AFFECTIONS, ANEMIA, GENERAL DEBILITY, COUGHS, AND THROAT AFFECTIONS, AND ALL WASTING DISORDERS OF CHILDREN OF ALL AGES, IT IS UNRIVALLED IN ITS RESULTS.
 Prescribed and endorsed by the Best Physicians.
SOLD BY ALL CHEMISTS.
 Agents for China and Hongkong:
 Messrs. A. S. WATSON & Co. (LIMITED).
 Hongkong, 20th December, 1889.

Geo. Fenwick & Co., LIMITED.
VICTORIA FOUNDRY, WANCHAI.
ENGINEERS, IRON AND BRASS FOUNDERS, GOVERNMENT & GENERAL CONTRACTORS, &c.
 Established 1880.
 Hongkong, 20th January, 1890. [199]

Intimations.
RACES! RACES! RACES!!!
 J. S. LUCAS, No. 2 STAND, begs to extend a free invitation to all his Patrons and Friends.
 Refreshments Provided.
 Hongkong, 11th February, 1890. [279]

HONGKONG RIFLE ASSOCIATION.

THE KWON KWAN YEEN CHALLENGE CUPS, value \$200 and \$100 respectively. Also two Consolation Cups, value \$50 each.
 The 2nd Stage of the Sixth Competition will take place next SATURDAY, the 15th February, at 2.15 P.M. commencing at 900 yards. Entrance Fee 30 cents.
 A Launch will leave the P. & O. Wharf at 1 O'CLOCK, to take over intending Competitors.
 A. SHELTON HOOPER, Hon. Secretary.
 Hongkong, 11th February, 1890. [55]

THE HONGKONG BRICK AND CEMENT COMPANY, LIMITED.

NOTICE is hereby given that a CALL of \$1 per Share in the above Company is payable on or before the 3rd day of March next, and that all persons not having paid the amount of their calls will be charged interest at the rate of \$8 per cent. per annum from due until payment in accordance with the Articles of Association.
 W. H. WALKER, Secretary.
 Hongkong, 11th February, 1890. [277]

THE PEAK HOTEL AND TRADING COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.
NOTICE is hereby given that the SECOND INSTALLMENT of \$5 (Five Dollars) per Share, on CALL of Ten Dollars per Share in the above Company will fall due on February 15th next, and is payable at the Hongkong and Shanghai Banking Corporation.
 INTEREST at the rate of 12 1/2 % per annum will be chargeable on all calls unpaid on due date.
 By Order of the Board of Directors.
 J. WHEELEY, Secretary.
 Hongkong, 14th January, 1890. [133]

HONGKONG ICE COMPANY, LIMITED.

The Ninth Ordinary Annual MEETING of SHAREHOLDERS will be held at the Office of the Company, Pedder's Street, on SATURDAY, the 15th February, at noon, to receive a Statement of the Accounts of the Company to the 31st December, 1889, and the Report of the General Managers, and to discuss any matters that may be competently brought before the Meeting.

The TRANSFER BOOKS of the Company will be CLOSED from the 5th to 15th February, both days inclusive.
 JARDINE, MATHESON & Co., General Managers.
 Hongkong, 31st January, 1890. [216]

GREEN ISLAND CEMENT COMPANY, LIMITED.

DIRECTORS:
 C. EWENS, Esq., Chairman.
 L. POESNECKER, Esq., Vice-Chairman.
 J. D. HUTCHISON, Esq.
 CHANTREY INCHBALD, Esq.
 LEE SING, Esq.
 PUN PONG, Esq.

The above Company is now prepared to supply PORTLAND CEMENT of best quality.
 Offices—62